

MATSON LINERS TO TAKE NITRATE FROM S. AMERICA

Ever since October 15 when the government commandeered all American ships over 2500 tons dead weight, the Matson steamers have been operated by the national shipping board with the Matson Navigation Co. acting as its agents, says E. D. Tenney, head of Castle & Cooke, and president of the Matson Navigation Co. He returned on the Matsonia this morning from a stay of about two months on the mainland.

"We were instructed to keep a strict account of the receipts and disbursements for the shipping board. No, no information has been given us as to what allowance we will be made for the use of the steamers," he added. He would not affirm a tentative question as to whether the company would not be paid according to the schedule announced when the ships were commandeered. "I do not know," he declared.

Replying to questions as to whether other steamers than the Maui, Matsonia and Wilhelmina were to be diverted from the Hawaiian trade, he said he did not know.

Mr. Tenney averred that he had heard nothing of the report that the Lurline, and possibly the Manoa, were to be sent to Australia for wheat cargoes. This was a report recently published in the coast papers.

The President and the Governor are to be operated by the Matson Navigation Co. in just the same manner as are the other Matson ships not requisitioned for actual army and navy use—that is, for the shipping board, he says.

The three Matson steamers already requisitioned are to be dispatched

MAUI TO MAKE ONE MORE TRIP

One more voyage is to be made by the Matson steamer Maui, in order to supply a ship with good accommodations for the return of the congressional party to the mainland, according to information reaching here by the Matsonia this morning.

After leaving the mainland, a wireless was received by the Matsonia that the Maui was to be allowed by the shipping board to make an additional voyage to the islands. It was previously planned to withdraw her from the island service for the use of the government when she concluded her October voyage, and she was to have been the first of the Matson boats taken over strictly for government use.

Credit for the securing of an additional voyage of the Maui both for the accommodation of the island trade and the congressional party is given to Representative Julius Kahn of California, who is believed to have used his influence with the shipping board to secure the change.

The running ashore of the steamer Governor, which is to replace one of the Matson steamers in the island trade, may also have been one of the causes for ordering the Maui to make another trip to Honolulu, although this is not credited by E. D. Tenney and John Drew of Castle & Cooke, who confirm the statement that "the Maui is coming once more."

There are forty-two federal prisoners confined at present in Oahu prison, the largest number since the islands were annexed.

from San Francisco to South American nitrate ports, from where they will be sent to the Atlantic. Just what use they will be put to over there is unknown to Mr. Tenney.

MATSONIA HERE ON LAST TRIP TO THE ISLANDS

Arrival of the Matsonia this morning was notable in one other way than the fact that she brought a party of distinguished visitors, for this is to be her last call here before she is diverted to the Atlantic as a troop or hospital ship.

Besides the congressional party and the troupe of the Lasky Feature Play Co. of Los Angeles the Matsonia had many returning residents aboard.

Judge James L. Coke of the supreme court and Mrs. Coke returned from a stay of several months on the mainland.

Faxon Bishop, Honolulu capitalist and head of C. Brewer & Co., is back from a business and pleasure trip to the mainland.

Walter Coombs, the Honolulu automan, was another returning Honolulu.

James Fenwick of the Hawaiian Electric Co. and his wife came back from a mainland pleasure trip.

A. I. Silva, who has been on a business trip to the mainland for his firm, McInerney, Ltd., was another Matsonia passenger.

Attorney W. B. Pittman is back from a visit to his former home in Nevada. He says that business cares prevented his brother, Senator Pittman, from accompanying the congressional party.

Ex-Governor W. Frear has been attending to legal business in Washington and New York.

Ben Lyons, Waikuku businessman, has been on the mainland for the last three months.

Owen Merrick, sporting editor of the Star-Bulletin, who was called to his

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home in Portland by the serious illness of his mother, returned to learn that she had suffered a relapse and expired since his departure from Portland for Honolulu. He learned of her death yesterday by wireless.

In all the Matsonia had 154 cabin passengers and 16 in the steerage. Her cargo total was 9847 tons, including 452 bags of mail, 318 packages of express and four automobiles belonging to passengers.

Because Captain Charles Peterson failed to pass the physical examination as an officer in the auxiliary naval reserve, due to recent illness and general poor health, he has been transferred to the steamer Lurline and Captain William Rind placed in command of the Matsonia, state officers of the Matson Navigation Co.

The transfer is said to be one of satisfaction to all concerned. Captain Rind was anxious to get into the submarine dodging service in the Atlantic and Captain Peterson was advised to remain in the milder climate of the Pacific in the hopes that his health would improve.

Captain Peterson has been in command of the Matsonia ever since she was constructed and brought the vessel here on her maiden voyage to Honolulu. He is now in command of the Lurline en route to the islands.

The Matsonia now has a full complement of naval auxiliary officers. All the ranking officers on the ship will go to the Atlantic with the vessel, exception Dr. E. H. Cornell, the ship's surgeon.

Before leaving San Francisco, the Matsonia officers took the oath as naval officers and were given the following ratings:

Captain Rind, Lieutenant commander; Purser P. H. Levey, ensign; Chief Officer N. Fogarty, junior lieutenant; Chief Engineer C. Tabrett, junior lieutenant; Chief Steward F. W. Andersen, ensign, and Freight Clerk H. B. Haley, warrant pay clerk.

There will be few changes in the personnel of the Matsonia crew otherwise, except in reducing the number of stewards.

Since China has entered the great war she is going to exercise a stricter supervision over all those who travel to that country, a step which is indicated in new passport rules established by the government. These regulations require that passports shall have attached the photograph of the person to whom issued, and that they shall be visaged by the consular or diplomatic representative of China from the port where the traveler starts for China.

This information was contained in a circular letter which Acting Collector of Customs Raymer Sharp has received from T. S. Rowe, assistant secretary of the treasury. The instructions are contained in a letter which the Chinese legation at Washington has sent to the treasury department. This letter read as follows:

"In pursuance from my government I have the honor to inform you that on and after October 15, 1917, all American citizens as well as citizens of co-belligerents and neutral powers going to China for the purpose of travel must provide themselves with passports, to each of which a four-inch photograph of the person to whom it is issued should be firmly attached; and that these passports, in order to have full force and virtue, must be visaged by the diplomatic or consular representatives of China in this country."

Mr. Rowe adds in his communication to the acting collector:

"It is desirable that American citizens going to China be notified by the proper authorities accordingly."

KAISER BUYING UP MEXICO IS WARNING GERARD GIVES

PORTLAND, Ore.—"Germany has been buying up Mexico and unless the Germans are thoroughly beaten they will be more dangerous to us than ever. In that direction grave perils lie."

This solemn warning to America was given by James W. Gerard, former United States ambassador to Germany, who spoke before 6,000 persons in the municipal auditorium here recently.

"Germany is still extremely strong," said Mr. Gerard, "and the only way she can be beaten is by an actual military effort in the field. While economic conditions have grown steadily worse, the Prussians are far from starving and will remain so."

Papoko, a Hawaiian, was convicted by a jury in Circuit Judge Heen's court Monday on a charge of assault on a girl under 16 years and was sentenced to serve three months in prison and pay the costs.

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OUTWARD
For Waianae, Waialua, Kahuku and Way Stations—9:15 a. m., 3:20 p. m.
For Pearl City, Ewa Mill and Way Stations—7:30 a. m., 9:15 a. m., 11:30 a. m., 2:15 p. m., 3:20 p. m., 5:15 p. m., 7:30 p. m., 11:15 p. m.
For Wahiawa and Lihue—11:02 a. m., 2:40 p. m., 5:00 p. m., 11:30 p. m.
For Lihue—6:00 a. m.

INWARD
Arrive Honolulu from Kahuku, Waialua and Waianae—8:36 a. m., 5:30 p. m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 5:36 a. m., 11:02 a. m., 1:38 p. m., 4:24 p. m., 5:30 p. m., 7:23 p. m.
Arrive Honolulu from Wahiawa and Lihue—9:15 a. m., 1:53 p. m., 3:59 p. m., 7:13 p. m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:36 a. m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City, Ewa Mill and Waianae.

*Daily. †Except Sunday. ‡Sunday

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Date— High Tide Ft. Large Low Tide Small Sun Rises Moon Rises

Nov. 5 8:33 1.8 10:03 4:35 6:07 5:20
" 6 9:29 1.7 11:16 5:13 6:08 5:20
" 7 10:23 1.6 12:29 6:01 6:09 5:20

" 8 11:14 1.4 1:05 6:10 6:10 5:19
" 9 12:04 1.4 12:00 6:33 6:10 5:19
" 10 1:20 1.6 12:41 6:56 6:10 5:19
" 11 1:53 1.8 1:30 7:20 6:11 5:18

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